

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN," 2,338 tons Captain W. A. Valentine.
 "FATSHAN," 2,260 " " R. D. Thomas.
 "SUNGKIANG," 1,700 " " B. Branch.
 "KINSHAN," 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM," 2,363 tons Captain H. D. Jones.
 Departures from Hongkong to Macao on week days at 2 P.M.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Departures from Macao to Hongkong on week days at 7.30 A.M. On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons Captain T. Hamlin.
 Service temporarily suspended.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons Captain J. Wilcox.
 "NANNING," 564 " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansion, (First Floor) opposite the Hongkong Hotel,

100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

Hongkong, 24th October, 1906.

JAVA-CHINA-JAPAN LINE.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIMAHU	JAVA	Second half November	JAPAN	Second half November
TJILIWONG	JAPAN	Second half November	JAVA PORTS	Second half November
TJILATJAP	JAPAN	Second half November	JAVA PORTS	First half December
TJIBODAS	JAPAN	Second half November	JAVA PORTS	First half December
TJIPANAS	JAVA	First half December	JAPAN	First half December

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LINE.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 19th October, 1906.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

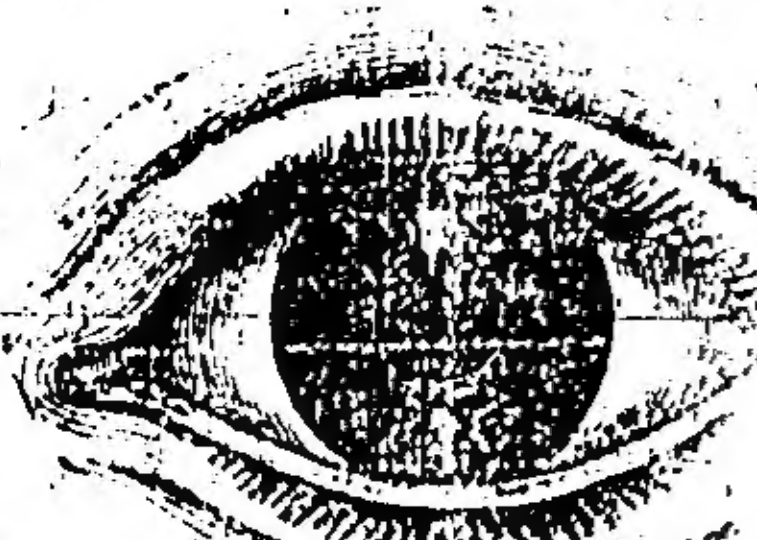
SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—

BUTTERFIELD & SWIRE, AGENTS.

WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, FEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI.
 31, John Street, Bedford Row, W.C. 59, Bentinck Street. 556, Nanking Road.
 Hongkong, 27th November, 1906.

Dentistry.

Dr. M. H. CHAUN, THE LATEST METHOD of the AMERICAN SYSTEM OF DENTISTRY, 37, Des Voeux Road CENTRAL, From the University of Pennsylvania, U.S.A. Hongkong, 22nd July, 1906.

TSIN TING, LATEST METHODS OF DENTISTRY, STUDIO AT NO. 14, D'AGUIAR STREET. REASONABLE FEES. Consultation Free. Hongkong, 26th July, 1906.

J.M.A.S.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHE LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

PRINCESS ALICE WEDNESDAY, 7th November.
 ROON WEDNESDAY, 21st November.
 BUELOW WEDNESDAY, 5th December.
 PRINZ REGENT LUITPOLD WEDNESDAY, 19th December.
 PRINZ RITEL FRIEDRICH WEDNESDAY, 2nd January, 1907.
 SEYDLITZ WEDNESDAY, 16th January.
 PRINZ HEINRICH WEDNESDAY, 30th January.
 GNEISENAU WEDNESDAY, 13th February.
 PREUSSEN WEDNESDAY, 27th February.

SAILING DATES.

ON WEDNESDAY, the 7th day of November, 1906, at Noon, the Steamship PRINCESS ALICE, Captain Ch. Polack, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 5th November, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 6th November, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 6th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$5.00 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61.0.0.	\$42.0.0.	\$22.0.0.
Return	91.0.0.	63.0.0.	33.0.0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	\$65.0.0.	\$44.0.0.	\$24.0.0.
Return	97.0.0.	66.0.0.	36.0.0.
* TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	\$64.0.0.	\$44.0.0.	\$25.0.0.
Return	115.0.0.	79.0.0.	47.0.0.
VIA BREMEN OR SOUTHAMPTON	\$68.0.0.	\$46.0.0.	\$27.0.0.
Return	123.0.0.	83.0.0.	49.0.0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS. WILLEHAD TUESDAY, 13th November.
 PRINZ SIGISMUND TUESDAY, 11th December.
 SANDAKAN TUESDAY, 8th January.

ON TUESDAY, the 13th day of November, 1906, at Noon, the Steamship WILLEHAD, Captain Ph. Obenauer, with Mails, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation, and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
Return	\$80.00	\$50.00	\$30.00
TO NEW GUINEA	\$48.00	\$28.00	\$18.00
Return	\$78.00	\$48.00	\$28.00
TO BRISBANE	\$43.00	\$23.00	\$13.00
Return	\$73.00	\$43.00	\$23.00
TO SYDNEY	\$43.00	\$23.00	\$13.00
Return	\$73.00	\$43.00	\$23.00
TO MELBOURNE	\$44.00	\$24.00	\$14.00
Return	\$74.00	\$44.00	\$24.00
TO YOKOHAMA	\$80.00	\$50.00	\$30.00
Return	\$110.00	\$70.00	\$40.00
TO KOBE	\$95.00	\$70.00	\$50.00
Return	\$125.00	\$90.00	\$70.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00	\$80.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	\$97.0.0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96.0.0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA BUELOW WEDNESDAY, 7th Nov.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA PRINZ REGENT LUITPOLD WEDNESDAY, 21st Nov.
 YOKOHAMA & KOBE PRINZ SIGISMUND WEDNESDAY, 21st Nov.
 * Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	\$80.0.0.
TO BREMEN	63.0.0.
TO PARIS VIA CHERBOURG	65.0.0.
TO NAPLES, GENOA VIA GIBRALTAR	65.0.0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 25th October, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 96 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 20.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

Intimation.

Powell's
GENTLEMEN'S
DEPARTMENT,
(OPPOSITE THE CLOCK TOWER).

SMART
BOWLER
HATS,

Fine Quality,
Newest Shapes,

\$4.50

\$7.00

\$8.50

NEW
SOFT
FELTS,

Brown, Grey, Slate,

Fawn and Black,

\$4.50

\$5.50

\$6.00

HIGH-CLASS
HEADGEAR.
Splendid Value.

Wm. POWELL,
LTD.,
HONGKONG.

Hongkong, 25th October, 1906.

Intimations.

K. A. J. OHOTIRMALL & CO.,
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.

SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE
BOXES.

MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA
SERONGS.

MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.50 per Cask
ex Factory.

In Bags of 25 lbs. net \$2.70 per Bag,
ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 2nd October, 1906.

THE HONGKONG
STUDIO,

HIGHER CLASS PHOTOGRAPHY,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLA-
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

FEE VERY MODERATE.

Hongkong, 15th October, 1906.

KWONG SANG & Co.,
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANU-
FACTURERS and DEALERS in Ladies'
and Children's Underwear, Silk, Pongee, Grass-
cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentle-
men's Shirts made to order.

TRIAL ORDER SOLICITED.
Hongkong, 1st February, 1906.

THE NEW FRENCH REMEDY

TRADE MARK

This successful and highly popular remedy, used in the
Continental Hospitals by Ricord, Rostan, Jobert, Valpeau
and others, combines all the desiderata to be sought in a
medicine of the kind, and surpasses everything hitherto
employed.

THERAPION No. 1 is a re-
markable remedy, often a few days only, removes all discharges from
the urinary organs, effectually superseding injections, the use
of which does irreparable harm by laying the foundation of
stricture and other serious diseases. In dysentery, piles,
irritation of the lower bowel, rough, bronchitis, asthma, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other remedies have been powerless.

THERAPION No. 2 is for na-
rrow stricture, cystitis, gonorrhoea, and all the
discharges from the urinary organs, and all the
distressing symptoms of early error, excess, and
indulgence in the use of stimulants. It is a
powerful remedy, and is the only one that
restores the system to its normal condition, and
restores the strength and vigor of the body.

THERAPION No. 3 is for
nervous debility, impotence, and all the
distressing symptoms of early error, excess, and
indulgence in the use of stimulants. It is a
powerful remedy, and is the only one that
restores the system to its normal condition, and
restores the strength and vigor of the body.

THERAPION No. 4 is for
nervous debility, impotence, and all the
distressing symptoms of early error, excess, and
indulgence in the use of stimulants. It is a
powerful remedy, and is the only one that
restores the system to its normal condition, and
restores the strength and vigor of the body.

Sold by **A. S. WATSON & Co., Limited,**
Hongkong, China and Manila.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
TEN CENTS (10c) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1906.

CURE FOR THE DEADLY
SLEEPING SICKNESS.

HOW THE SCOURGE OF AFRICA IS
BEING CONQUERED.

TWO EUROPEANS CURED.

A cure has at last been found for the deadly
sleeping sickness—the strange disease which
has swept away hundreds of thousands of
natives in our African possessions.

As already stated in a recent issue of the
"Over-Sea," the scourge is caused by the
parasite "trypanosomes," which is carried by
the tsetse-fly. The disease is at first often
put down to laziness, but develops until the
victim cannot keep himself awake, and may
fall asleep at any time even while eating. He
wastes to a skeleton, and in eight months at
the outside is a dead man.

The disease not only attacks the native but
also the white man, and it will be of the greatest
interest to all who dwell in lands where the
disease is prevalent to learn that two Euro-
peans, who have been under treatment for
sleeping sickness at the Watermill Hospital,
Brussels, have been completely cured.

The news arrives at a time when the
Liverpool School of Tropical Medicine is just
about to send an expedition to Uganda to
investigate the terrible ravages which have
been made in the country recently by sleeping
sickness.

The treatment which has just resulted in
two cures was based on the simultaneous use
of atoxyl and strychnine.

The treatment at first consists of subcu-
taneous or intramuscular injections of atoxyl,
beginning with an injection of five cubic
centimetres of a 5 per cent. solution of atoxyl,
increasing the dose by one cubic centimetre at
each treatment, every four or five days. This
goes on until the maximum dose of ten cubic
centimetres is injected, after which the dose
will be gradually diminished by a cubic cen-
timetre at every injection, down to five cubic
centimetres.

The treatment during the second period
consists of atoxyl injections, subcutaneous or
intramuscular, of sulphate of strychnine by
mouth, and of cold douches morning and even-
ing, the following being the method em-
ployed:—

(1) Atoxyl.—Inject, under the skin, every
five hours a solution of atoxyl, beginning with
five cubic centimetres of a solution of 5 per
cent. (namely, 25 centigrammes of atoxyl); in-
creasing at the rate of one cubic centimetre, or
five centigrammes, every fifth day. The dose
must not be increased if it produces signs of
intoxication (headache, diarrhoea, etc.). Con-
tinue the treatment thus until sixteen cubic
centimetres, or eighty centigrammes, of atoxyl
are injected; then diminish the dose by one
cubic centimetre at each attendance until five
cubic centimetres is reached.

(2) Sulphate of strychnine.—Begin with three
granules a day, to one milligramme (one in
the morning, one noon, one in the evening).
Increase by one granule every day until the
patient is taking ten granules three times a
day. After that the dose will be increased by
one granule per week. This should continue
until the patient is taking from fifteen to seven-
teen granules a day. At seventeen milli-
grammes the dose will be reduced by one
granule a day until three granules is reached.

GEOGRAPHICAL BOTTLES.

ENCLOSED BASINS THAT MAKE THE
WORLD'S BEST HARBOURS.

If we take a trip around the world, over the
maps of a good atlas, we shall find that the
geographical "bottle" is a very common type
of harbour the world over. The coasts of Cuba
show a succession of such enclosed bays.
Havana harbour being typical. It often hap-
pens that Nature herself provides the corks
also; in the shape of islands that almost block
up the entrance, or at least block the view
from the outside. South a cork is Corregidor
Island, in Manila Bay, or the rocky Alcatraz
fortress just inside the Golden Gate at San
Francisco, and Smith Cay occupies a similar
position at Santiago.

The Annapolis Basin, in Nova Scotia, is
very typical among these geographical bottles.
A fairly good map of that beautiful country
will show a narrow gap on the Bay of Fundy
side of the peninsula. This gap, known as
Digby Strait, breaks through a long ridge
that the people call North Mountain. Through
this break rush the famous tides of Fundy and
fill up an inland basin of salt water twenty
miles long and several in width. The en-
trance, from the outside, is mysteriously in-
visible to the landsman's eye. To a passenger
crossing the Bay of Fundy from St. John's
seems as if the captain were steering his trim
side-wheeler head on into a blue mountain
wall. But at last the forested mountains open,
and through the break the interior hills of
Nova Scotia close the distance. One can im-
agine the tremendous tide race through this
Digby Strait when we know that the ordinary
tidal rise in this region is anywhere from forty
to seventy feet. It is so great, in fact, that the
wharves at Digby are two-storied affairs, and
people go aboard steamers from the upper or
lower story, according to the height of the
tide.

New York harbour it, in most respects, a
geographical bottle—only it has two mouths
instead of one. Added to the principal open-
ing, the Narrows, a sort of side entrance, is
provided by the East "River," leading out into
the Sound.

The coast of Australia presents several ex-
amples of the geographical bottle, the finest
being the harbour of Melbourne. An ordinary
map shows this city located apparently upon a
first rate harbour of the bottle type. As a
matter of fact, the bottle is really there—a
magnificent enclosure of salt water fully thirty-

five miles across in either directions. Into
this bay, called Port Phillip, there flows the
Yarra River; and oddly enough Melbourne,
with its half million people, hides itself away
nine miles up this stream! Below the city the
river has two sand bars which prevent the
passage of large vessels. The heavy ocean
traffic, therefore, has its terminus in the bay,
whence the journey is continued to town by
rail. The explanation for this awkward situa-
tion seems to be that in the early days of
Melbourne the one idea of the settlers was to
build as near as might be to the gold diggings.
So up the river the miners planted their settle-
ment, never dreaming that one day it would
become a great metropolis, imprisoned behind
the sands of the useless Yarra.

Rio Janeiro has a splendid enclosed harbour
the best in all South America, better far
than the shallow "Lake" Maracaibo, which
looks so ideal upon the map. Here again at
Rio we have a great salt water inlet, some
seventeen miles across, communicating with
the ocean by a narrow strait.

In nearly every case these natural bottles
are what the geographer call "drowned
rivers." That is to say, the coastal lands in
the vicinity have subsided allowing the sea
to flow in and convert what was a lowland
valley into a partly enclosed marine area.
Divers have gone to the bottom of New York
Bay and have found there the ancient bed
of the Hudson River as that stream flowed be-
fore the mouthward part of its valley subsided
into the sea. The old bed reaches through the
Narrows and well out into the floor of the
Atlantic. Of course as the sea water entered
the sinking valley, and hills rising thereabout
would become islands in the new order of
things. And there we find them to this day in
almost any of these enclosed inlets.

WHATEVER we give to the wretched we lend
to fortune.—Seneca.

YIELD not to misfortunes, but advance all the
more boldly against them.—Virgil.

He gains wisdom in a happy way who gains it
by another's experience.—Plautus.

NOTHING is more dangerous to a man than a
sudden change of fortune.—Quintilian.

EVERYONE has his faults, but we do not see
the wallet on our own backs.—Cato.

EASE and speed in doing a thing do not give
the work lasting solidity or exactness of
beauty.—Plutarch.

For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.00 per case of 24 bottles (4.17 pints).
or 6.17 pints.

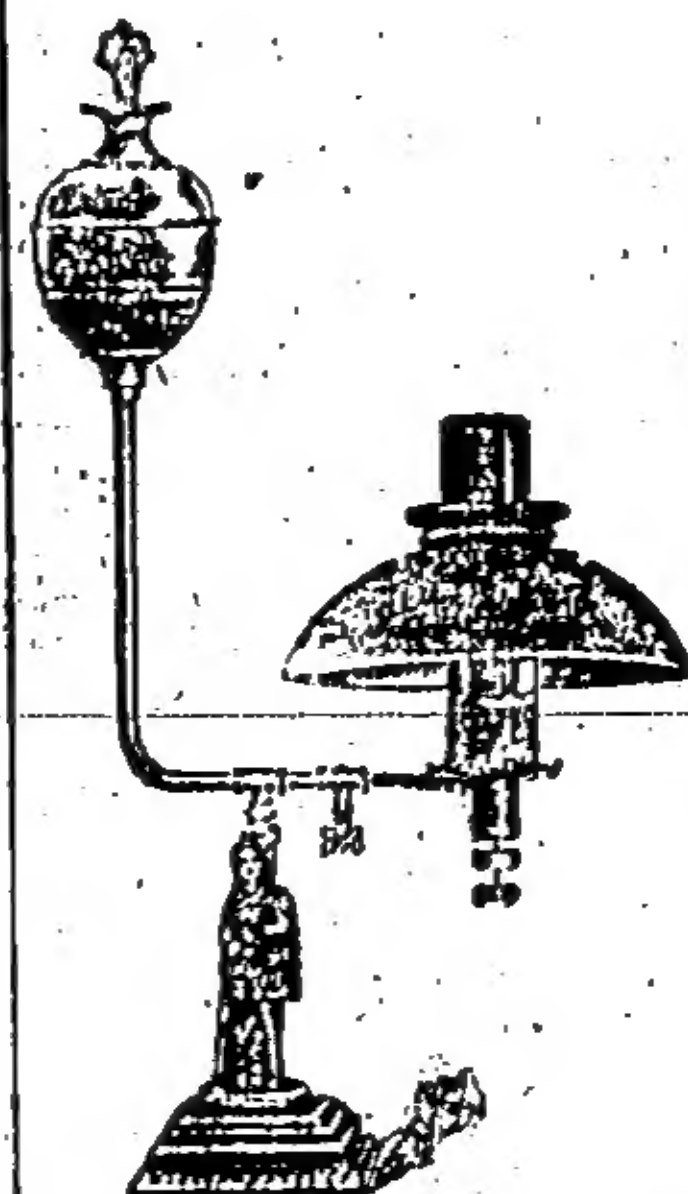
Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January 1907.

FOR SALE.



TAI KWONG CO.,
109, Des Voeux Road Central.

Hongkong, 1st October, 1906.

A WONDERFUL DISCOVERY.
This is the result of research and experiment, when
all nature's powers are harnessed by the scientific
method for the comfort and happiness of man. A discovery
indeed made great strides during the past century,
and among the most important and useful of the
discoveries in medicine must be that of **THERAPION**,
particulars of which will be found in another
column. This preparation is unquestionably one
of the most genuine and reliable Patent Medicines
ever introduced, and has, we understand, been used
in the Continental Hospitals by Ricord, Rostan,
Jobert, Valpeau, and indeed by all those who are
regarded as authorities in such matters, including
the celebrated Lallemand, and Roux, by whom it
was first introduced. It is a powerful agent in the
removal of the disease known as gonorrhoea, and
the cure of the disease is a permanent one, and the
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TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

SHANGHAI DOCKS.

NEW PROPOSALS SEVERELY CRITICISED.

[From Our Own Correspondent.]

Shanghai, 26th October, 11.50 a.m.

The Dock Company's shareholders' proposition to form a Wharf and Godown Company, which would purchase the Old Dock property and part of the property between the Cosmopolitan and International Docks and thereby reducing the capital of the Company, is being severely criticised.

[At the request of thirty-eight shareholders an extraordinary general meeting of the shareholders in the Shanghai Dock and Engineering Company, Ltd., will be held at the Head Office, No. 26, Broadway, Hongkong, on Thursday next, in order to consider a proposal which has been made by them for the formation of a Wharf and Godown Company to acquire the Old Dock property and part of the property between the Cosmopolitan and International Docks.—Ed., H.K.T.]

VICEROY TUAN FANG.

ARRIVAL AT WOOSUNG.

[From Our Own Correspondent.]

Shanghai, 26th October, 11.50 a.m.

His Excellency Tuan Fang, Viceroy of the Minghe provinces, with headquarters at Nanking, arrived at Woosung yesterday.

The Shanghai Times, of 20th Oct. says:—The telegram which we translated in another column this morning from the *Sin Wan-pao*, announcing that Mr. E. H. E. Viceroy, the recently appointed Viceroy of the Minghe provinces, had been involved in a railway accident, cannot fail to be read here with grave concern. Fortunately the mishap appears to have been a very slight one, and His Excellency sustained no injury. If anything were to occur just now to postpone or prevent his assumption of office it would be little short of a calamity to Shanghai, for Tuan Fang is known to be extremely well-disposed towards foreigners, and the Consular Body here has been looking forward to his arrival at Nanking in the confident expectation that with him installed in the Viceroyal chair, the many little matters of difficulty which now exist between the foreign authorities and the native officials of Shanghai, would speedily be brought to a satisfactory termination.

We should not be surprised to see an attempt in certain quarters to make capital out of the accident to the prejudice of the Japanese. There is a malignant ingenuity at work against our allies here, who have never lost an opportunity of misrepresenting and slandering them, and distorting every incident of an unimportant character that occurs into something which will exhibit them to disadvantage in the eyes of the world; and, as we say, we should not be surprised to see the Japanese dragged in, in some injurious way, on the present occasion. There is a suggestion in the *Sin Wan-pao* that the accident was the work of Chinese revolutionaries or anarhist, and, of course, it is only reasonable to expect that the hirelings whom the enemies of Japan maintain out here to decry our allies will not neglect the obvious chance, of saying that the Chinese revolutionaries and anarhist derive their damnable doctrines and inspiration from Japanese sources. Tuan Fang appears to have been travelling by special train from Peking to Tientsin when the accident happened. It is known that he has been pursuing for some time to pay a visit to his ancestral home in Manchuria before proceeding to Nanking to take up his new Viceroyalty, and he was probably in the first stage of his intended journey when the mishap took place. He was not going to Tientsin to consult Yuan Shih-kai on any matter, for Yuan is at present in Peking; nor was he on his way to take passage by steamer to Nanking, because we know he had arranged to proceed by rail from Peking to Hankow, where he was to be met by a cruiser specially dispatched by Viceroy Chow Fu to convey him to his destination. But whatever the journey may have been that he was on, we sincerely hope that the mishap will not long delay his arrival in Nanking, for an official like him is badly needed down here just at present. With Tuan Fang installed in the Viceroyal capital and a man like our present Taotai in office in Shanghai, all the trifling unpleasantness that now exists between the foreign and native authorities here would be dissipated like the mist in the sun of a summer morning.

[Reuter's.]

Re-assembling of Parliament.

London, 24th October.

Parliament has re-assembled. There was a large attendance of Ministerialists. Thirty suffragettes invaded the central hall and started a demonstration, but the police coming quickly on the scene removed them, one by one, struggling and screaming.

The House of Commons will proceed immediately to the Plural Voting Bill, and the Trades Disputes Bill. The House of Lords will proceed at once with the Education Bill. Later.

The British Navy.

The Admiralty has decided to constitute a district fleet called the (2) called from the Home fleet, with headquarters at Sheerness, constituted from ships in commission and in reserve.

The distribution of the ships between the Channel, the Mediterranean, the Atlantic,

and the Persian fleets, will be altered in order to permit of the strengthening of the Home Fleet; no ships will be paid off, and no men will be sent to barracks.

There will be no alteration in the proportion of officers and men serving afloat. The changes will be gradual, in order to obviate dislocation.

[N. C. D. News.]

The Anti-Japanese Crusade in California.

Tokio, October 19th.

In view of the November elections, there is a violent anti-Japanese agitation throughout California. At San Francisco over two hundred children have been expelled from the elementary schools. The Japanese Consul has laid a protest.

A Grasping Prince.

Tokio, October 19th.

The Korean Prince Yik Sai-hen, of the blood royal, has been sentenced to nineteen years' imprisonment after conviction of encroaching on private properties.

SUIT FOR MONKEY ADVANCED.

A CASUAL CLAIMANT.

Before his Honour Mr. A. G. Wise, Justice, presiding in Summary Jurisdiction at the Supreme Court this morning, the case was again called in which F. K. Tata sued Solomon Ezekiel, commission agent, for recovery of the sum of \$100 alleged to be due to the plaintiff by defendant for an advance made to the latter by the former to enable him to clear certain consignments of cigarettes.

Mr. R. Gardiner, of Mr. O. D. Thomson's Office, appeared for the plaintiff, Mr. F. K. Tata, and Almadia Castro representing the defendant.

This case was originally called on last Wednesday, but was adjourned on the application of Mr. Gardiner, who stated that his client had sent a message to say that he was engaged in important business and was unable to attend Court, and so asked that the case might be adjourned. An adjournment was accordingly granted until to-day.

When the case was again called on, Mr. Gardiner stated that he had not seen or heard from his client in the meantime, and must ask for another adjournment.

Mr. Almadia Castro objected, saying that the case had already been adjourned once on account of the absence of the plaintiff, and he thought the case ought to be struck out with costs for defendant, as there was no plaintiff.

His Honour: The plaintiff is not present, but his solicitor is, so I cannot dismiss the case. (To Mr. Gardiner) Is your client alive?

Mr. Gardiner: Yes, I believe so, my Lord; but I do not know his place of residence, and cannot therefore send for him.

His Honour: Perhaps he is having a holiday in Macao or elsewhere, and is not troubling about the case?

Mr. Gardiner: Well, I would ask your Lordship for an adjournment and will have inquiries made as to his whereabouts.

His Honour: Then he must pay last Wednesday's and to-day's costs, and I will adjourn the case until Monday. That is the most I can do but there must be no further adjournments.

H.E. VICEROY SHUM.

ON THE KWANGSI RAILWAY.

[From a Correspondent.]

Canton, 24th October.

It appears that there is good deal of feeling amongst the people of Kwangsi, on account of matters connected with the working of the new railway line through that province, and that they are forming themselves into parties or factions for the purpose of keeping up the price of land, and of resisting its sale to the Railway Company. On this account H.E. Viceroy Shum has addressed a note to the people urging them not to obstruct the railway operations, and to dissolve the parties formed at Wuchow, Kwaitum, and Launking. H.E. Viceroy Shum said that he would take up \$20,000 worth of shares in the Railway Company, and urged the people to lose no time in taking up shares, as the railway was a most important concern. H.E. thought also that the directors should at once appoint a duly qualified engineer to survey the remainder of the line at once, order that there might be no delay in its completion, but that it might be opened at an early date. H.E. urged the people of Kwangsi to lay aside all differences, and co-operate to take up all available shares, so that nothing might delay the progress of the railway undertaking.

JEWISH MENDICANTS IN HONGKONG.

The Jewish community of Hongkong is apparently suffering from want of an institution to look after the interests of the poor Jews, says *Israel's Messenger*, the official organ of the Shanghai Zionist association. Recently a nasty incident was brought before the Police Court of the Colony, wherein a Jewish mendicant was accused of being a nuisance to some members of the community by compelling them to satisfy his wants. The case was, however, dismissed. Certainly this does not sound nice, nor does it contribute to the good name and fame of the congregation. Had there been an association to look after the wants of the poor people arriving in the Colony no such cases of misdeeds on their part would have been complained of. Shanghai has, happily, learnt to be wiser and the "Association of the Jewish community" was formed last year, since which time we have been immune from such regrettable and deplorable scenes as that witnessed in Hongkong recently. Let us hope that our sister congregation will follow the example set forth in Shanghai.

EASTERN DOCK CO.'S.

KEEN BIDDING FOR REPAIRING THE U.S. "MCCELLAN."

The bids for the repairing of the transport *McCellan* were opened at 11 a.m. on the 20th inst., in the office of Colonel W. S. Patten, chief quartermaster of the division.

Hongkong, Shanghai and Singapore each sent a tender. The bids and the respective periods of completion are as follows:—

1—Hongkong and Whampoa Dock Co., Ltd. bid \$59,344 (gold), work to be completed in seven months.

2—Tanjong Pagar Dock Board, bid \$54,079 (gold), work to be completed in eight months.

3—The Shanghai Dock and Engineering Co., Ltd., bid \$50,475 (gold), work to be completed in ten months.

Comparing the three tenders, the Manila *Cablenews* remarks that, while the figures of the Hongkong Company are the highest, considering the length of time it will take to make the repairs, in comparison with the time it would take the other companies to repair the vessel, it would be the cheapest in the end, inasmuch as the actual cost per day for maintaining the vessel is \$225 (gold).

No decision has been reached by the chief quartermaster as to where the *McCellan* will be docked.

WOMAN RELIEVED OF JEWELLERY.

BANKNOTE TRICK A FAILURE.

With a large crowd running close behind her and she howling as if she were in the greatest of pain, a Chinese woman dashed along Hollywood Road yesterday afternoon, as if the fate of the universe depended upon her movements, and into the charge-room of the Central Police Station. It took her fully five minutes on arrival there to regain her breath, before she could tell the police her story.

"I have been fooled," she began. "Two men relieved me of all my jewellery. What will my husband say?"

When the woman had recovered her equilibrium and her tongue she gave the full story. She was a married woman, she declared, living in Temple Street North, Yau-mai, and her husband was employed in the jewellery business. All the jewellery that she lost was made by him, and he gave them to her. Yesterday afternoon, bedecked in all the rings and bangles she possessed, she came over to Hongkong to see "things." Landing at the bamboo wharf near the Central market, she was turning westward, when two strangers approached her. One was a tall man, the other the reverse.

The tall man, addressing her said: "Sister-in-law, can you show us the way to the nearest boarding-house?" The woman said she could not. "You, a resident in Hongkong," the woman said the short man remarked, "and cannot direct two newcomers to a boarding-house? Come away, friend," he said, getting hold of the other man's coat, "and let's leave this foolish woman to herself."

The tall man shook off the hand of the short man, and going nearer the woman, stage-whispered: "I picked up \$400 a few minutes ago from the deck of a broken steamer, if you show me the place you'll get one of the notes."

The woman caught on, but the short man stepped up and informed his confederate that if there were any banknotes giving away he thought he would like to be in it too. He was almost sure he could show the tall man a first-class boarding-house for a banknote. But the lady must come too and perhaps—now that the tall man had so much money—he might be induced, when the boarding-house was found, to give the woman a banknote too. The tall man thought that quite possible, continued—the woman, and—headed by the short individual the trio went in search of a boarding-house. They passed many houses on the road, but they were not good enough for a man with \$400 in his purse, until they got into some deserted lane—the woman said they were near the Tung Wah Hospital—where they stopped again. Then the tall man said to the woman: "Would you mind going down to the Possession Street and call my uncle, and give him some banknotes for me." The woman did not. Whereupon the man dug out of his pocket four old-fashioned \$5 banknotes, which he said were \$100 bills, tied them in a handkerchief, and gave them to the ignorant woman. As security she handed over to the men one gold mounted rattle bangle and four gold rings. These she valued at \$100. On the way to Possession Street the woman, after undoing the knots in the handkerchief, discovered that she had been duped. Instead of banknotes the contents in the handkerchief was old paper. She spluttered, spluttered and collapsed in a faint. A gentleman from the Tung Wah Hospital attended to her and advised her to report to the police.

Inspector Smith despatched a Chinese detective with the woman. They made their way on board the Macao steamer *Ho nam* where the woman pointed out two men to the policeman, who took them in charge. In their pockets were found the woman's jewellery. The police believed that they had duped another woman after they had finished with the jeweller's wife, for in the pocket of the tall man four extra gold rings were found, for which no satisfactory explanation could be obtained. The prisoners were charged before Mr. H. H. J. Gompertz, at the Police Court this morning. The first defendant—the tall man—was sentenced to six weeks' hard labour and twelve hours' stocks. The other man got a similar sentence, but only received six hours' stocks. "You are a lucky woman to recover the things," said his Worship, addressing the woman. "If you have no sense you should leave such things at home when you go out." The woman, all smiles, said she would not wear jewels again.

OFFICIAL CHANGES.

THE NEW ATTORNEY GENERAL.

At the Police Court this morning, Mr. H. H. J. Gompertz, first police magistrate, gave those in Court to understand that he leaves the Magistracy at the end of this month. That he is going to act as attorney-general in place of Sir Henry Berkeley, is no longer a late secret. It was rumoured about the Magistracy to-day that Mr. F. A. Hazeland, now second police magistrate, will be appointed acting first police magistrate, and Mr. C. A. D. Melbourne, now first clerk of the Magistracy, will occupy the position vacated by Mr. F. A. Hazeland. Mr. F. H. May, Colonial Secretary, is expected to arrive here some time during the middle of November. Mr. Sercombe Smith will go on leave on his return.

CANTON DAY BY DAY.

EXPORTATION OF CATTLE PROHIBITED.

[From Our Own Correspondent.]

Canton, 25th October. The Viceroy has received a despatch from the Shantung (Board of Commerce) instructing him to communicate with the different Custom Houses under his superintendence, to strictly prohibit the export of cattle. As cattle are mostly exported from Chaochow and Swatow, the Viceroy has issued special instructions to these places on the subject. The Board advises the Viceroy to follow the regulations now in force in Amoy.

THE PENALTY OF NEGLIGENCE. In connection with the daylight robbery, which I reported a couple of days ago, the officer in charge of the police station of the locality has been dismissed from the service.

PROPOSED LADIES' INDUSTRIAL TRAINING COLLEGE.

Through the suggestion of several well-known and wealthy ladies, it has been decided to establish a ladies industrial college here. The Education Department has sanctioned the opening of such an institution, which is to be styled "The Canton Ladies' Industrial Training College." A munastery in Yung Chung Street, in the new city, has been selected as the site. Subscriptions to the extent of several thousands of dollars have been collected, and a start will be made at once with the erection of the building. It is the intention of the leaders to employ female Japanese instructors and to employ all necessary machinery, etc., from Japan. The school is to instruct persons in the arts of manufacturing cloths of all kinds, reel cotton, stockings and like goods.

REIN BUILDINGS DESTROYED BY FIRE. At about 9 o'clock last evening, a fire broke out in Chu Kwong Lane, in the southern portion of the city, destroying in all about ten buildings.

MARTIAL STUDENTS. Of late, students are often seen marching about the streets, as soldiers do on parade, wearing uniforms, beating drums, sounding bugles and carrying ensigns. From their appearance it is thought they have devoted too much of their time to calisthenics and too little attention to their books. The students' doings are somewhat of a nuisance to many. It is reported that the director of instruction has consulted with the Education Department with a view to abolishing these parades.

THE FUKIEN VICEROYALTY.

INHABITANTS DISSATISFIED WITH NEW APPOINTMENT.

The people of Fukien have telegraphed direct to H.E. Ting-Chan Tok the following message:—

To Ting Chan Tok, Viceroy of Yunnan and Kweichow. We, the people of Fukien and Chekiang, do not want a man of your type to be our Viceroy. We think you had better resign the post and let some other better man come to take it.

To which the Viceroy designate replied:—I have made up my mind to come to your Provinces as Viceroy. Moreover, I do so in obedience to Imperial commands. In the meantime I ask you to remain quiet, and endeavour to ascertain what I have achieved during the period of my administration in Yunnan and Kweichow.

[Seal of Ting Chan Tok.]

EXIT SYMTH PIGGOTT.

RELIGIOUS QUACK BIDS ADIEU TO LONDON.

Mr. Smyth Piggott, whose blasphemous claim to be the Messiah created a great sensation a few years ago, and led to many riotous scenes at Clapton, where the Agapemone church is situated, has shaken the dust of London from his feet for ever.

For a long time past the church, erected a decade ago on Clapton-common, at great expense, has been closed, and now Mr. Smyth-Piggott's residence, Cedar Lodge, not far away, is in the hands of the house agents.

EXILED TO THE ABODE OF LOVE. During the past three years Piggott has practically made his home at the "Abode of Love," a palatial mansion surrounded by beautifully-wooded grounds on the Somerset hills at Spaxton, near Bridgewater. He has occasionally visited Clapton with a view to reopening his church there, but invariably the attitude of the people living in the neighbourhood caused him to reconsider his determination.

Services have, from time to time, been conducted at Cedar Lodge, but the intervals between them have gradually become longer, and of late signs of disaffection among the London Agapemones have not been wanting.

A SCATTERED REMNANT. A Morning Leader representative, who visited Clapton Sept. 21, learned that since the closing of the church a considerable number of its members have removed from the district, and that now even periodical gatherings at the homes of the remnant of Piggott's following scarcely ever take place.

Figures of furniture and effects were removed from Cedar Lodge the other evening in several pantechnicons, their destination presumably being the "Abode of Love," and it is rumoured that arrangements are being made for the sale of the Clapton church.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—National Banks \$47, Hongkong Fire \$330, China Fire Insurance Co. \$95, H.K. C. and M. Steamboats \$161, Shell Transports \$206, Rauba \$81, Shanghai Docks \$110, Hongkong Hotels \$112, Humphreys Estates \$112, Tramways \$215.
Sellers:—Unions \$775, Indo-Chinas \$73, China and Manila \$23, Douglasses \$41, China Sugars \$147, Hongkong Docks \$152, Kowloon Wharves \$90, Hongkong Land \$108, West Point \$50, Cantons \$13, China Brooms \$10, China Providents \$9.35, Ica \$236, Ropes \$23, China Light and Power \$10, A. S. Watson \$123, Powells \$8.
Sales:—Hongkong Banks \$815, London \$95, Insurance \$30 ex div., Hongkong Fire \$330, China Sugars \$147, Hongkong Docks \$152, Hongkong Hotels \$112, Cements \$19, Electric \$15, Powells \$8.
Nominal:—Hongkong Wharves \$11.2321, Dairy Farms \$17.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 2/3 1/2
Do. demand 2/3 5/16
Do. 4 months' sight 2/3 13/16
France—Bank T.T. 2.86 1/2
America—Bank T.T. 152
Germany—Bank T.T. 2.33
India T.T. 169 1/2
Do. demand 170
Shanghai—Bank T.T. 72 1/2
Singapore T.T. 2 1/2 per cent
Japan—Bank T.T. 111 1/2
Java—Bank T.T. 113 1/2

Buying.

4 months' sight L/C 2 1/2
6 months' sight L/C 2 1/4 3/16
30 days' sight San Francisco & New York 56 1/2
4 months' sight do. 57 1/2
30 days' sight Sydney and Melbourne 2.42
4 months' sight France 2.91 1/2
6 months' sight do. 2.92
4 months' sight Germany 2.39
Bar Silver 32 1/2
Bank of England rate 6 1/2
Sovereigns 87 1/4

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—
Tatwa New 850/880
" Old 900/950
" Older 980/1,050
Patna New 885
" Old 910
Benares New 830
" Old 820
Persian (Paper) 820

To-day's Advertisements.

HONGKONG HOTEL.

MENU.

SATURDAY, OCTOBER 27TH, 1906.

DINNER.

HORS D'OEUVRES.

Caviare Canapes.

SOUP.

Consomme Royal.

FISH.

Fried Fillets of Sole and Butter Sauce.

ENTREES.

Grilled Quail on Toast.

Ox Tongue a la Italienne.

Oyster Patties.

CURRY.

Goa.

JOINTS, &c.

Roast Saddle of Mutton and Red Currant Jelly.

Roast Capon and Bread Sauce.

Boiled Corned Round of Beef and Carrots.

Cold Boiled Bacon, French Bean Salad.

SWEETS.

Tapioca Pudding.

Chocolate Ice Cream and Finger Cakes.

Topsy Cakes.

Cheese Biscuits.

DESSERT.

Coffee. Fruit. [1040]

PUBLIC AUCTION.

THE Undersigned have received instructions from the Trustees in Bankruptcy,

Re CHEUNG SHUN KOO, Bankruptcy No. 19 of 1906,

ON FRIDAY,

the 2nd November, 1906, at 2.30 P.M., at No. 1, Ormsby Terrace, Kowloon,

SUNDRY HOUSEHOLD FURNITURE,

Comprising:—

TAPESTRY-COVERED DRAWING ROOM SUITE, BLACKWOOD SOFAS and CHAIRS, IRON BEDSTEPS and BEDDING, TEAKWOOD WARDROBE with GLASS, WASHSTANDS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, OVERMANTELS, PICTURES, GLASS and CROCKERY WARE, COOKING STOVE and UTENSILS, &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 26th October, 1906. [1039]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SUMATRA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being loaded and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here, unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 1st November, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 26th October, 1906. [4]

Intimations.

THE

ROBINSON PIANO

CO., LD.,

ARE SHOWING

HIGHEST CLASS

PIANOS,

OR

THE LEADING MAKERS

OF

THE WORLD.

Steinway,

Bechstein,

Bluthner,

Winkelmann,

Collard & Collard,

Hopkinson,

Haake,

Krauss, & Co.

CASH OR CREDIT,

OR ON

HIRE FROM \$10 PER MONTH

INCLUSIVE.

Hongkong, 22nd August, 1906. [198]

TO INVESTORS.

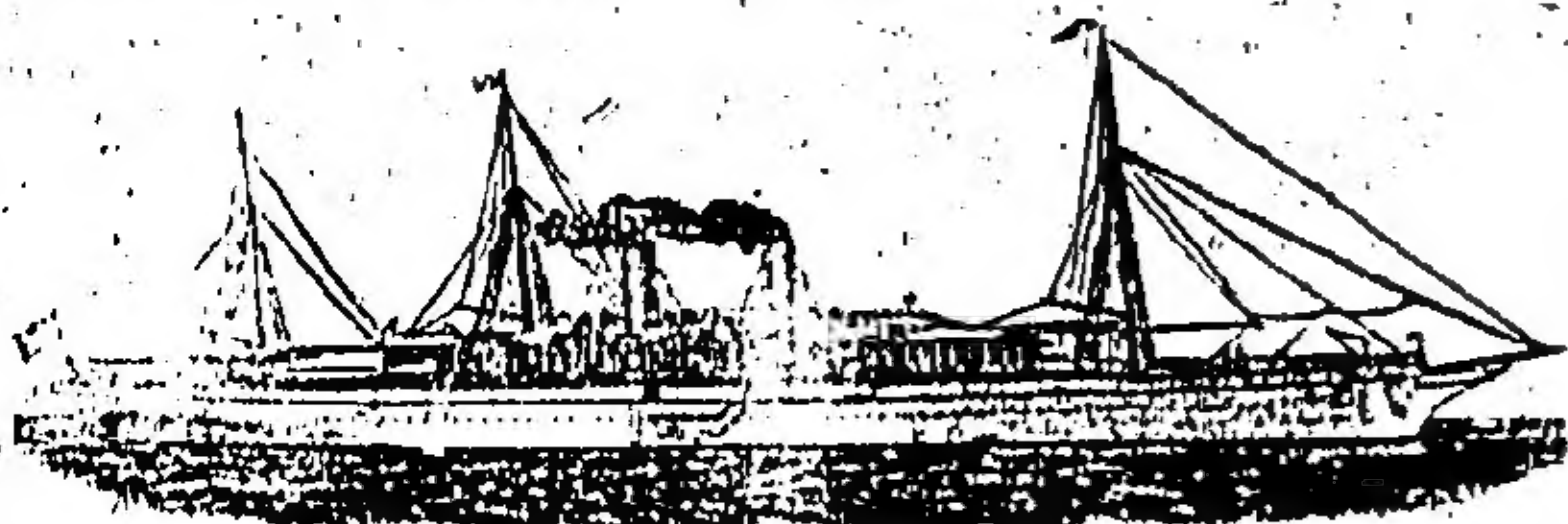
There is no better investment than obtaining

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Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA"	6,000	THURSDAY, November 22.....	December 10
"ATHENIAN"	3,882	WEDNESDAY, November 28.....	December 22
"EMPERESS OF JAPAN"	6,000	THURSDAY, December 20.....	January 7
"MONTEAGLE"	6,163	WEDNESDAY, December 26.....	January 19
"TARTAR"	4,425
"EMPERESS OF CHINA"	6,000

"EMPERESS" steamers will depart from Hongkong at 4 P.M.
"MONTEAGLE" steamer at 12 Noon

"EMPERESS" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62. Steamers, and 1st Class on Railway, £40. £42. R.M.S. "MONTEAGLE", "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA	YUENSANG	SATURDAY, 27th October, 3 P.M.
MANILA	YUENSANG	SATURDAY, 27th October, 4 P.M.
SHANGHAI	ESANG	SUNDAY, 28th October, Daylight.
SHANGHAI	CHOYANG	MONDAY, 29th October, 4 P.M.
SANDAKAN	MAUSANG	TUESDAY, 30th October, 4 P.M.
TIENTSIN	CHEONGSHING	THURSDAY, 1st November, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chien, Tientsin, Newchwang and Yangtze Ports.

‡ Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 25th October, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMSHIP	TO SAIL
CHEFOO, TIENTSIN and NEWCHANG	LIANGHJW	27th October.
NINGPO	KAIFONG	27th "
NINGPO and SHANGHAI	YUENHONG	29th "
MANILA	TAMING	30th "
SHANGHAI	SHAOHONG	3rd November.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	TAIYUAN	12th "

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is on board.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 26th October, 1906.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 27th October, at Noon.
RUHI	2540	R. Almopd.	"	SATURDAY, 3rd Nov., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 26th October, 1906.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL. (With Liberty to Call at the Malabar Coast).

Steamship	About
"BRAEMAR"	20th November.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 16th October, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers, "RHENANIA," "HABSBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." The new ones are specially built for the tropics, and have luxurious Passenger accommodation first class. Cabins Amidship, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOO AND TIENTSIN VIA SHANGHAI.

RHENANIA	Capt. v. Hoff	1st November.
HOHENSTAUFEN	Jaeger	2nd December.
SILESIA	Bahle	2nd January.
SCANDIA	v. Doehren	1st February.
HABSBURG	Filler	4th March.
RHENANIA	v. Hoff	3rd April.

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

HABSBURG	Capt. Filler	2nd November.
RHENANIA	v. Hoff	14th December.
HOHENSTAUFEN	Jaeger	14th January.
SILESIA	Bahle	8th February.
SCANDIA	v. Doehren	22nd March.
HABSBURG	Filler	5th April.
RHENANIA	v. Hoff	17th May.
HOHENSTAUFEN	Jaeger	14th June.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA—RHENANIA 1st November. FOR SHANGHAI, KOBE & YOKOHAMA—ANDALUSIA 13th November.

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levant, Black Sea and Baltic Ports, North and South American Ports. Also via Aden or Port Said by the Arabic Persian Service to Arabian and Persian Gulf Ports.

FOR HAVRE and HAMBURG	HABSBURG	2nd Nov.
FOR ANTWERP and HAMBURG	TEUTONIA	10th Nov.
FOR HAVRE, BREMEN and HAMBURG	BRISGAVIA	16th Nov.
FOR HAVRE and HAMBURG	SEGROVIA	20th Nov.
FOR HAVRE, BREMEN & H'BURG	RHENANIA	30th Nov.
FOR HAVRE and HAMBURG	C. FERD. LAEISZ	14th Dec.
FOR HAVRE and HAMBURG	ANDALUSIA	28th Dec.
FOR NAPLES, HAVRE, BREMEN & H'BURG	HOHENSTAUFEN	11th Jan.
FOR HAVRE and HAMBURG	ALESIA	25th Jan.

Hongkong, 25th October, 1906.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched for the above Ports, TO-MORROW, the 27th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 26th October, 1906.

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK. (With Liberty to call at Malabar Coast).

THE Steamship

"YEDDO."

Captain Cowley, will be despatched for the above Port, on or about the 13th November.

For Freight, apply to

ARNHOLD, KARBURG & Co., Agents.

Hongkong, 3rd October, 1906.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"MERIONETHSHIRE"

will be despatched for the above Ports, on or about the 19th of November, and will be followed by the Steamship

"FLINTSHIRE"

on or about the 20th November.

For Freight and Passage, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 16th October, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE, VIA JAPAN PORTS. Will be sent to VALPARAISO if sufficient inducement.

THE Steamship

"KASATO MARU," 6,000 tons, Captain W. E. C. F. Finner, will be despatched as above, middle of December.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried. For further information, apply to

K. MATSUDA, Manager, York Building.

Hongkong, 4th October, 1906.

Intimation.

THE HONGKONG TELEGRAPH.

ICE-HOUSE ROAD,

HONGKONG.

CABLE ADDRESS:—Telegraph, Hongkong.

The leading English Newspaper in China

Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail

The daily is recommended more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates

largely among all classes of the community, is the largest daily newspaper and has a

wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are

instructed to display the advertisement, when any effective style of type will be adopted.

This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages.

Each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than

noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

Estimates given for all classes of work on application to

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER.

HONGKONG TELEGRAPH CO., LD.

Ice House Road, Hongkong.

MR. MORLEY AND THE OPIUM TRADE.

CORRESPONDENCE WITH THE SECRETARY OF STATE.

The following correspondence has passed between the Honorary Secretary of the Society for the Suppression of the Opium Trade and the Secretary of State for India:—

Bridge House, Queen Victoria Street, E. C., 3rd September, 1906.

To the Right Hon. John Morley, M. P., Secretary of State for India.

Sir,—Herewith I forward a copy of the debate on the Opium question which took place in the House of Commons on the 30th May last, published by this Society, with notes intended to correct certain inaccuracies on the part of the various speakers.

The text is that of the official report, with one or two slight corrections. At p. 11 I have restored your own nervous phrase—"so vast a complex as the Indian Empire," which I noted down at the time, in place of the weaker one substituted by the reporters.

I venture to call your attention to the notes appended to your own speech, dealing with some points as to which it seems to me that the information supplied to you has been inaccurate or misleading. Upon the question of the Malwa Opium Trade, I would refer you to the admirable "Minute of Dissent," presented by Mr. H. J. Wilson, M. P., as one of the members of the Royal Commission on Opium. His conclusions on this subject are quoted in the note at p. 12. The evidence and arguments on which those conclusions are based will be found in paragraphs 42 to 47 of the Minute, pages 19 to 21 of the reprint published by the Society, of which I enclose a copy.

Whilst Anti-Opiumists do not desire any harsh or summary dealing with the reasonable claims of the Native States, and have repeatedly urged that the Indian Government should first deal with the production of Opium in its own territory and the preparation of the drug in its own factories, they cannot admit that the Native States have any right to use British territory for a traffic which the House of Commons has unanimously declared to be "morally indefensible."

Permit me to add a few words on another portion of your speech, which struck me somewhat painfully but which did not come within the limits above laid down for notes on the debate. I refer to the passage in which, after mentioning the proposal of "a subsidy gift or loan" from this country, to make up the loss to the Indian revenue from suppressing the Opium trade you suggested that if the Chancellor of the Exchequer were asked for £3,000,000, that would be worth discussing, but [you did not think the discussion would last long.] I could not but regret that you should treat this serious aspect of the question in a way which seemed to suggest that, in your opinion, the British people have seriously degenerated since the time when they cheerfully paid twenty millions sterling to wipe out the disgrace of slavery in their West Indian possessions, though the wealth of this country has vastly increased since then. It will surely not be deemed by a Secretary of State for India, and that Secretary yourself, to be a sufficient answer to this parallel, that in the earlier case it was needful to propitiate the powerful parliamentary interest of the West Indian proprietors, whilst in the present instance the only persons affected are the voiceless millions of India. Whilst I am persuaded that retrenchment, especially in military expenditure, should be mainly looked to for supplying the deficiency, I am anxious that the Indian people themselves should share largely in the benefits of such retrenchment.

In common, I believe, with almost all the most earnest opponents of the Opium Trade, I should regard it as mean and unworthy on the part of our country to insist that India give up the Opium revenue, whilst declining ourselves to contribute any part of the loss to be sustained. We are certainly, as a nation, rich enough, and I hope that we are generous enough, to be able to help our great dependency, a large proportion of whose population is exceedingly poor, in accomplishing this great act of justice towards China. I cannot but believe that this would be the sentiment of the House of Commons, which has so emphatically endorsed the Government's decision to put an end to the Opium Trade with China.

Here I come to a point at which I am glad to be able to exchange criticism, frank but friendly, for hearty congratulation. There was much in your speech to which I listened with the greatest pleasure and appreciation. This especially applies to the generous and noble assurance which you gave to the Chinese Government on behalf of the Indian and Home Government, of their readiness to accept any bona fide proposal from China for a mutual arrangement to put an end to the Opium trade, which has so long afflicted that country, and for which the British people have so large a share of responsibility. I know by private correspondence received from China, as well as through the Press, that your offer has already greatly cheered and helped those in that country, natives and foreigners, who are desirous of ridding it of its greatest national curse. I am shortly leaving for a visit to China, in the course of which I hope to have many opportunities of making known your offer. I trust that it will not be long before a satisfactory arrangement is arrived at between the British and Chinese Governments which will forever put an end to all suspicion of pressure by this country upon China to admit Opium, and will pay the way for her speedy deliverance from this curse.—Yours, with great respect,

JOSEPH G. ALEXANDER, Hon. Secretary.

India Office, Whitehall, September 7th, 1906.

Dear Sir,—I am desired by Mr. Morley to thank you for your letter of the 3rd inst., and for the trouble you have taken with his speech. He will not lose sight of the considerations that you urge.—I am, &c.,

F. A. HIRTZEL, Joseph G. Alexander, Esq.

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSEILLE, LONDON, HAVRE, LIES, MEDITERRANEAN AND BLACK OCEANS.

The S.S. "TOURANE" Captain Lancelotti, will be despatched for MARSEILLES on TUESDAY, the 30th October, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—
S.S. AUSTRALIAN, 13th November.
S.S. TONKIN, 27th November.
S.S. ERNEST SIMONS, 11th December.
S.S. POLYNESIE, 25th December.
S.S. CALEDONIE, 8th January.

G. DE CHAMPEAUX, Agent.
Hongkong, 17th October, 1906.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA,"

Captain C. D. Goldsmith, carrying His Majesty's mails, will be despatched from this for BOMBAY, on SATURDAY, the 3rd November, at Noon, taking Passengers and Cargo, for the above Ports in connection with the Company's S.S. Britannia, 6,525 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Egypt due in London on the 15th December, 1906.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWITT, Superintendent.

Hongkong, 20th October, 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

20.00

16.75

20.00

12.50

10.50

20.00

13.75

20.00

16.00

40.50

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THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

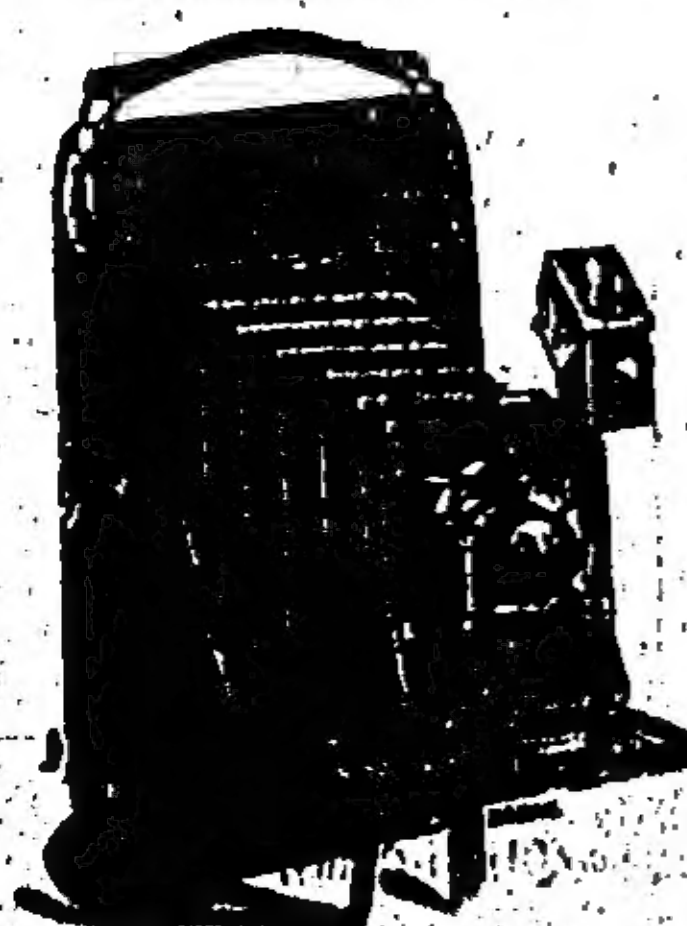
REQUISITES.

&c. &c. &c.

Telephone 256.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.

Hongkong, 15th May, 1901.



DEPOT

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOOKIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROPRIATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	20,000	\$125	\$125	\$1,000,000 \$10,150,000 \$20,000 \$12,735 \$150,000	\$1,712,472	\$1.15/- @ Ex. 2/11 = \$16.47 for first half-year 1906	5 1/2 %	\$815 sales London 295
National Bank of China, Limited	99,925	£7	£6		\$74,099	\$2 (London 3/6) for 1905		\$47 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,675,000 \$200,000	\$233,638	\$20 for 1905	6 1/2 %	\$500 ex div.
North China Insurance Company, Limited	10,000	£15	£5	£100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 87 1/2 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$400,000 \$331,131 \$153,844 \$569,279 \$800,000 \$101,278 \$15,527	\$2,792,271	Interim div. of \$30 for 1905	4 1/2 %	\$775 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$120,488 \$2,616 \$1,220,928	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20		\$344,098	\$6 for 1904	6 1/2 %	\$95
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50		\$422,618	\$25 for 1904	7 1/2 %	\$330
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$6,000 \$264,633 \$93,561	\$6,563	\$1 1/2 for 1905	6 1/2 %	\$23
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$250,000 \$500,000 \$144,386 \$120,000 \$280,958	\$5,464	\$2 1/2 for year ended 30/6/06	6 %	\$42
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15			\$1 for 1st half-year 1906	7 1/2 %	\$26 1/2
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	\$3,999 Tls. 40,000 £400,000	Tls. 23,156	10/- @ ex. 2/11 9/16 = \$1.69 Interim div. of Tls. 2 1/2 a/c 1906	6 1/2 %	\$73 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50			Interim div. of Tls. 1 1/2	9 %	Tls. 56 sales
Do. (Preference)	100,000	£1	£1	\$4,144	\$207,815	1/- (Coupon No. 6) for 1905	6 1/2 %	Tls. 103 buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$55,000 \$32,957	\$218	\$1.50 for year ending 31/12/06	1 1/2 %	\$29
"Star" Ferry Company, Limited	10,000	\$10	\$5	Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 81,200	Tls. 13,913	\$0.75 for year ending 31/12/06	3 1/2 %	\$20
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50			Interim div. of Tls. 2 account 1906	8 %	T. Tls. 50 buyers
REFINING.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$850,000 \$450,000 \$80,129	\$40,914	Final of \$15 making \$25 for 1905	16 1/2 %	\$150
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$132,588	\$3 for 1897		\$22 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30/6/04		Tls. 84 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£80,000 £26,011	£13,355	1/- (No. 6) interim div. for 12 months ending 28/2/06	7 %	Tls. 10 sellers
Central Consolidated Mining Company, Limited	500,000	G \$10	G \$10	none	G \$909,050	Final of 50 cents making G \$1 for 1905	7 %	G \$14
Yanb Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	Dr. £8,745	No. 12 of 1/- = 48 cents		18 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	5 1/2 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$550,000 \$65,160 \$20,000	\$20,040	\$2 1/2 for a/c 1906	6 1/2 %	\$91
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$49,500	\$392,087	\$6 for first half-year ending 30/6/06	8 %	\$152 sales
New Amoy Dock Company, Limited	10,000	\$6 1/2	\$6 1/2	\$88,000	\$4,221	\$1 for 1905	5 1/2 %	\$17 1/2
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 487,210	Tls. 3,897	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 105 sales
Hongkong and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 32,000	Tls. 57,065	Interim div. of Tls. 8 on account 1906	6 %	Tls. 232 1/2 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 1/2 %	Tls. 220 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year	10 1/2 %	Tls. 102
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$30,000	\$8,418	\$3 for year ended 30/6/1906	13 1/2 %	\$28 1/2 sales
Central Stores, Limited	6,000	\$15	\$15	none	\$4,719	\$2.40 on \$12 for 1905		\$18 buyers
Do. (new issue)	24,000	\$15	\$15			7 % on \$7 1/2 for 1905		\$14 buyers
Do. (Founders)	123					None		\$500 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$648,975 \$10,075	\$10,057	\$5 for first half-year for 1906	8 1/2 %	\$115
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$67,839	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$108 sellers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 22,783	Tls. 1,935	Final of 6 % = 10 % for 1905	10 1/2 %	Tls. 15 buyers
Hotel Metropole Company, Limited	2,000	\$100	\$100	none	\$4,699	Final of \$6 making \$10	11 1/2 %	\$90 sellers
Lumppreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$208,386 \$50,000	\$5,070	80 cents for 1905	7 %	\$124 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$574	\$2 1/2 for 1905	6 1/2 %	\$39
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	Tls. 869,493	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 97 buyers
Do. (new issue)	26,000	Tls. 50	Tls. 25	Tls. 170,000	Tls. 772	Interim div. of \$2 account 1906	8 %	Tls. 55
West Point Building Company, Limited	12,500	\$50	\$50	none				\$10
COTTON MILLS.								
Lwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31/12/05	10 1/2 %	Tls. 75 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$110,000	\$21,660	\$1 1/2 for the year ending 31/7/06	9 1/2 %	\$13
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 % a/c 1898		Tls. 70 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	9 1/2 %	Tls. 83 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 325 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$1,066	\$7 for 1905	7 1/2 %	\$100 buyers
Hell's Asbestos Eastern Agency, Limited	5,004	12/6	12/6	\$6,000	\$856	1/3 per share for 1905	8 1/2 %	\$7
Campbell, Moore & Co., Limited	1,000	\$10	\$10	none	\$1,097	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904		\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 189	Final of Tls. 5 making Tls. 10 for 1905	15 1/2 %	Tls. 64 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$1,219	60 cents for year ended 28/2/06	6 %	\$10 sellers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,381	80 cents for 1905	8 1/2 %	\$9.50 sellers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$18,000 \$20,000 \$186,000	\$2,864	\$1.20 for year ending 31/7/1905	7 %	\$17
Green Island Cement Company, Limited	200,000	\$10	\$10		\$52,291	Int. div. of 75 cents for 1-year ended 30/6/06	10 1/2 %	\$10
Hall & Holt, Limited	21,000	\$20	\$20		\$20,893	\$2 1/2 for year ending 28/2/06	10 %	\$25 sales
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,568	\$1.00 for 10 months ending 28/2/06	8 %	\$15
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$10,000	\$3,796	65 cents for 10 months ending 18/10/05	10 1/2 %	\$215 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$80,000	\$3,776	Int. div. of \$2 for 10 months ending 30/6/06	8 %	\$230
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$61,000	\$5,813	\$9 for 1905 on 5 shares	7 1/2 %	\$23 sales
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$25,000	\$88	Final of 50 cents making \$1 for the year	13 1/2 %	\$74 buyers
Manichappi tot Mijp. Kooten Landbouwerij plantatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 547,500 Tls. 27,603	Tls. 10,374	Third interim div. of 7 1/2 making Tls. 22 1/2 so far a/c yr. ended 31/10/06	9 1/2 %	Tls. 232 1/2 sales
Philippine Company, Limited	67,500	\$10	\$10	none	Dr. P. 34,324	None		\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 125 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 450,000 Tls. 37,000	Tls. 9,751	Tls. 6 for 1904	12 1/2 %	Tls. 49 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 8,000 Tls. 24,820 Tls. 25,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	10 1/2 %	Tls. 135
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20		Tls. 1,452	Interim div. of Tls. 4 on account 1906	5 1/2 %	Tls. 95 sellers
Shanghai Waterworks Company, Limited	8,175	£20	£20	Tls. 190,000	Tls. 85,592	Interim div. of 15/- for 1-year 1906		Tls. 165 sellers
South China Morning Post, Limited	7,200	£20	£15	none	Dr. \$4,934	Interim div. of 3/- for 1-year 1906		Tls. 315 sellers
Steam Laundry Company, Limited	6,000	\$25	\$5	none	\$1,134	50 cents for year ended 31/3/05	8 1/2 %	\$6
Shanghai Waterworks Company, Limited	20,000	Tls. 50	Tls. 50	Tls. 15,295 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 105 sellers
Shanghai Waterworks Company, Limited	1,000	Tls. 100	Tls. 100			70 cents for year ended 31/5/1906	8 1/2 %	\$8
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$25,000	\$752	\$2.90 for year ended 31/5/1906	6 1/2 %	\$150
Do. (Founders)	100	\$10	\$10	\$300,000	\$7,734	Final of 50 cents making \$1 for 1905	7 1/2 %	\$124 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$35,000	\$182	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 1/2 %	\$8
William Powell, Limited	15,000	\$10	\$10	\$4,500				
DIVIDENDS PAYABLE:—								
Chinese Engineering and Mining Co.	1/-							November 20th